

IOWA TOWNS WIPED OUT.

Fifty Persons Reported Killed and Two Hundred Injured

In Pomeroy.

CYCLONE'S FEARFUL WORK.

Many Lives and Much Property Lost at Fonda and at Rogers Lake.

MANY APPALLING SCENES.

Churches Turned Into Hospitals and Aid Sent by Special Trains.

FORT DODGE, Ia., July 7.—Pomeroy, a town of 800 inhabitants, in Calhoun County, was practically wiped out last evening by a cyclone. Between fifty and 100 were killed, and nearly 200 were injured, many of whom will die.

The utmost confusion followed the advent of the storm, and it was several hours before the condition of affairs there was known. As soon as the true state of affairs was learned relief trains from the Illinois Central were sent out with a corps of physicians, tents and provisions.

The town was in total darkness, and the streets were filled with the wrecks of homes and business houses. The scenes were appalling, as men with lanterns went about in the debris. In some instances entire families were wiped out, the mangled remains being found in the ruins of their homes.

The cries of the injured were heart-rending, and the general confusion was increased by the wailing of the survivors who were separated from friends or who had relatives in the wrecks. The work of rescue was slow, and the trainloads of help had made little headway.

HALF THE TOWN RAZED. The south half of the town was razed. There was no place to care for the injured, and a church, which was just outside the track of the storm, was turned into a hospital. Here the surgeons worked by the aid of lanterns and lamps. "Scenes with broken bones were strewn over the floor, while the surgeons worked by the aid of lanterns and lamps. "Scenes with broken bones were strewn over the floor, while the surgeons worked by the aid of lanterns and lamps.

The dead were laid upon the ground in a vacant lot at the edge of the devastated district. Through the narrow alleys left between the wrecked houses the survivors passed, looking for lost ones.

In the confusion it was impossible to secure a list of the fatalities. All telegraph communication was cut off and trains could only be run to the edge of the town. The storm broke about 7 o'clock. All day long the clouds were swirling across the sky.

OMINOUS CLOUDS GATHER. An occasional shower would be followed by a hot wave of sunshine. Just before dark great banks of black clouds massed in the southwest, and another in the west. Just before 7 o'clock the two threatening piles moved towards one another and then joined.

The clouds took on a green tint, which was pierced with the sun's rays for a moment. Then darkness set in rapidly. The elements seemed to form about the combined clouds, though scarcely a breeze stirred the tree tops in the streets of Pomeroy.

Those who were watching the phenomena said that a column of smoke like a cloud dropped to the ground and gathered in strength as it advanced towards the town.

They recognized it as a cyclone, and gave the alarm. Many sought shelter in cellars and others mounted horses to flee from the path of the coming destruction. There was a dash of hail, a blinding flash of lightning and a deafening peal of thunder.

Men and women ran wildly about the streets shouting and gesticulating. The cyclone struck the town at the southwest, among the scattering houses in the outskirts. Roofs and shingles and sides of buildings were wrenched loose and were thrown to one side.

On to the mock the reported district the monster of destruction swept leveling all before it, and leaving in its wake a cloud of splinters and wrecked houses, death and demoralization.

PONDA, Ia., July 7.—The tornado passed west and south of this place between 5 and 7 o'clock last evening, demolishing buildings and groves, injuring many persons and causing the loss of many lives. The dead are: Detweiler, John, Garton, Mrs. Amos H.; Garton, child of Mrs. A. H. Garton; Hearson, Sam, entire family; Miller, D. E., and two of his family; Sargent, E. D., entire family.

The injured: Detweiler, Mrs. John; Garton, two children of Mrs. A. H. Garton; Shirley, C. E.; Shirley, Mrs. C. E.; Hearson, two children of Sam Hearson; several members of the family of A. W. Eno.

The buildings of the following persons were demolished: George Sanford, barn; Mrs. William Marshall, tenant house and barn where John Detweiler resided; Amos H. Garton, house and barn; Harvey Eaton, barn; Samuel Hearson, house and barn; school-house.

The course of the storm was a little southeast, and was preceded by an east wind and slow moving clouds going westward. It was attended by a heavy fall of rain and some hail, and an unusual electrical disturbance.

SIKOU CITY, Iowa, July 7.—A storm of cyclone reached this place between 5 and 7 o'clock. Four churches were wrecked and a number of residences literally reduced to splinters.

Fire was started in three localities by lightning. The storm-center appeared to pass four miles west of the town, where for many miles nothing was left standing. Several lives were lost.

Jacob Brecher, a farmer, was struck by a flying timber and instantly killed. His five-year-old daughter was also killed, and his wife and four children dangerously hurt.

Charles Lotman, another farmer, is reported dead. Thomas Wall and his child had their legs broken, and his wife was severely injured.

OMAHA, Neb., July 7.—A special to the Bee from Rogers, Neb., says a fearful cyclone passed over the central part of this county Wednesday evening.

The storm struck the house of Chris Miller at about 8 P. M., while the family was eating supper, and all were injured except the youngest child. Mr. Miller had three ribs broken and was injured internally.

Yor and some of this place barns, houses and windmills were blown down and fruit trees torn up by the roots. It was the most disastrous storm that ever visited this county.

SIKOU CITY, Ia., July 7.—A telegram from Ponda states that five entire families were blown away at Alta, but a full list of the fatalities cannot be had.

L. T. Miller is known to have been killed. Mrs. Gordon was killed instantly by the wreck of her house, and nothing can be found of the family of seven.

No trace could be found of Mr. Sargent and family of five. They are supposed to be dead. Sam Hearson, wife and two children are missing. Mrs. Hearson was in confinement when the storm broke. All were blown away and are thought to be dead.

STUYVESANT MEN JUBILANT. The Appointment of Police Surgeon Donovan Pleases the Club.

The Stuyvesant Democratic Club was jubilant this morning over the appointment yesterday of Dr. D. J. Donovan, the Club's First Vice-President, as a police surgeon.

Last night the members of the organization went to the new police surgeon's residence, 172 East One Hundred and Thirtieth street, where a champagne supper was served. The officers were transformed into a jovial bower with the many beautiful designs in flowers presented by the friends of Dr. Donovan.

The Council of the American Legion of Honor, of which Dr. Donovan is a member, after the adjournment of a regular session last night at One Hundred and Seventh street, adjourned to the residence of the police surgeon's residence and warmly congratulating Dr. Donovan, joined in the toast.

Police Justice Burke, who was instrumental in procuring Dr. Donovan's appointment, was also the recipient of many congratulations. He, with Allen, Donovan, the Legion of Honor, and the American Legion, were present.

Venue florist furnished some of the prettiest floral designs. Mrs. Donovan, who is a member of the club, was also present.

Dr. Donovan, who is a member of the club, was also present. The club is a very popular organization, and its members are very active in the community.

The club is a very popular organization, and its members are very active in the community. The club is a very popular organization, and its members are very active in the community.

TOMMY IS STILL ALIVE.

They Threw Him in the River, but the Boy Came Back.

Supposed to Have Drowned a Week Ago; Hungry To-Day.

He Says He Was "Down 'Bout an Hour and a Half."

The little newsboy, Thomas Maloney, who was supposed to have been pushed overboard and drowned a week ago today, from the Beekman street dock, by Frank Lago and Patey Hadican, two cherry street urchins, hold on prisoners to the Gerry Society, quietly walked into his home at 56 Oak street shortly after 5 o'clock this morning, and greeted the startled household with the remark:

"Say, marm, hurry up breakfast, will ye, so's I kin git out wid de papers."

For a few minutes the mourning mother and bereaved father, who have been doing nothing for a week but watch the river at the foot of Beekman street, though an apparition had come into their humble home, but ghosts are never hungry, so Tommy's assurance that he had not been drowned was taken as a fact, and his mother, a little nervous, asked him to eat breakfast, but he nevertheless just as heartily as the prodigal of Biblical times.

The two boys, as has been told in "The Evening World," confessed their guilt, but each told a story placing the blame on the other. Radican's story is as follows:

"Me 'n Lago wanted to swipe Tommy's money, and we went and Lago did it. We was goin' down Beekman street, and we saw Tommy, and we went and we got him. We was there, so Lago pushed him off a fish crate. Then he splashed away, and he came up, and he said he was drowned. We was there, so Lago pushed him off a fish crate. Then he splashed away, and he came up, and he said he was drowned.

Lago's side of the story was that Tommy slipped into the water and that Radican pulled him out. Lago's story is as follows:

"Tommy Maloney, the little brother of the supposed drowned boy, who was present, told his story of adventure with considerable sorrow, adding a great many details which the lady held as prisoners omitted."

When arraigned before Inspector McLaughlin, Mrs. Maloney, who was present, told her story of the incident, and the prisoners were taken to the Tombs court, and the case was set for trial, only \$100 of the stolen money.

The husband and wife were held in \$1,000 bail for trial in General Sessions.

A HEAVY TRAIN'S FAST RUN. Eighty-eight Miles in 108 Minutes with Seven Loaded Mail Cars.

BIFFALO, July 7.—The fast mail on the Lake Shore Railroad yesterday consisted of seven heavy mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

THEY THREW HIM IN THE RIVER, BUT THE BOY CAME BACK.

Supposed to Have Drowned a Week Ago; Hungry To-Day.

He Says He Was "Down 'Bout an Hour and a Half."

The little newsboy, Thomas Maloney, who was supposed to have been pushed overboard and drowned a week ago today, from the Beekman street dock, by Frank Lago and Patey Hadican, two cherry street urchins, hold on prisoners to the Gerry Society, quietly walked into his home at 56 Oak street shortly after 5 o'clock this morning, and greeted the startled household with the remark:

"Say, marm, hurry up breakfast, will ye, so's I kin git out wid de papers."

For a few minutes the mourning mother and bereaved father, who have been doing nothing for a week but watch the river at the foot of Beekman street, though an apparition had come into their humble home, but ghosts are never hungry, so Tommy's assurance that he had not been drowned was taken as a fact, and his mother, a little nervous, asked him to eat breakfast, but he nevertheless just as heartily as the prodigal of Biblical times.

The two boys, as has been told in "The Evening World," confessed their guilt, but each told a story placing the blame on the other. Radican's story is as follows:

"Me 'n Lago wanted to swipe Tommy's money, and we went and Lago did it. We was goin' down Beekman street, and we saw Tommy, and we went and we got him. We was there, so Lago pushed him off a fish crate. Then he splashed away, and he came up, and he said he was drowned. We was there, so Lago pushed him off a fish crate. Then he splashed away, and he came up, and he said he was drowned.

Lago's side of the story was that Tommy slipped into the water and that Radican pulled him out. Lago's story is as follows:

"Tommy Maloney, the little brother of the supposed drowned boy, who was present, told his story of adventure with considerable sorrow, adding a great many details which the lady held as prisoners omitted."

When arraigned before Inspector McLaughlin, Mrs. Maloney, who was present, told her story of the incident, and the prisoners were taken to the Tombs court, and the case was set for trial, only \$100 of the stolen money.

The husband and wife were held in \$1,000 bail for trial in General Sessions.

A HEAVY TRAIN'S FAST RUN. Eighty-eight Miles in 108 Minutes with Seven Loaded Mail Cars.

BIFFALO, July 7.—The fast mail on the Lake Shore Railroad yesterday consisted of seven heavy mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

The train was made up of seven mail cars and a baggage car, drawn by Engine No. 568, with Engineer Charles Allen in charge.

It left Buffalo at 10:15 A. M., and arrived at Chicago at 11:03 A. M., making a record of 88 miles in 108 minutes, and was brought into Chicago at 11:03 A. M.

BOBBY IS READY.

But He Says He Will Ask for the Grand Jury Minutes.

District-Attorney Ridgway Consults with Judge Moore.

Then States that the Mayor's Application Will Be Considered.

Pressure of public business and the time spent in receiving half a dozen deputations was Mayor Bobby's reason this morning as given out by his subordinates for failing to meet, as he said he would, the charge of the Brooklyn Grand Jury that he ought to be indicted, and that he would have been to District-Attorney Ridgway's interpretation of the law.

Up to the noon hour no statement of any kind had been prepared and the Mayor's secretary said that none would be made to-day.

The thirteen members of the Board of Aldermen, who are also members of the Grand Jury, have made no move looking to a vindication of their characters.

Mr. Ridgway's interpretation of the law is still the main topic of conversation, not only among lawyers, but throughout Brooklyn generally.

The citizens and taxpayers are beginning to ask themselves if there are any rights whatever that Boss McLaughlin's power is bound to respect.

It is under the interpretation that thirteen Aldermen, when twenty Grand Jurors, all of them well-known residents of the city, say that they have no right to be indicted, and that they are bound to respect the rights of the city treasury plundered and valuable franchises given away almost for the mere asking when a private company is asked to supply the city with water.

They have seen the politicians growing fat on the city treasury, and they are now very much grumbling. But they at least considered that justice would be administered fairly and impartially.

Now comes forward District-Attorney Ridgway, who declares practically that the Grand Jury has no jurisdiction to indict a Mayor, and that a Mayor is not bound to answer to the Grand Jury.

He insists that the law compels him to do so, and that he will not be indicted. He says that he will not be indicted, and that he will not be indicted.

Then he lays down the law that that body must not bring in certain indictments; that the Grand Jury has no jurisdiction to indict a Mayor, and that a Mayor is not bound to answer to the Grand Jury.

The police judges have exclusive jurisdiction over such cases.

It is under the interpretation that thirteen Aldermen, when twenty Grand Jurors, all of them well-known residents of the city, say that they have no right to be indicted, and that they are bound to respect the rights of the city treasury plundered and valuable franchises given away almost for the mere asking when a private company is asked to supply the city with water.

They have seen the politicians growing fat on the city treasury, and they are now very much grumbling. But they at least considered that justice would be administered fairly and impartially.

Now comes forward District-Attorney Ridgway, who declares practically that the Grand Jury has no jurisdiction to indict a Mayor, and that a Mayor is not bound to answer to the Grand Jury.

He insists that the law compels him to do so, and that he will not be indicted. He says that he will not be indicted, and that he will not be indicted.

Then he lays down the law that that body must not bring in certain indictments; that the Grand Jury has no jurisdiction to indict a Mayor, and that a Mayor is not bound to answer to the Grand Jury.

The police judges have exclusive jurisdiction over such cases.

It is under the interpretation that thirteen Aldermen, when twenty Grand Jurors, all of them well-known residents of the city, say that they have no right to be indicted, and that they are bound to respect the rights of the city treasury plundered and valuable franchises given away almost for the mere asking when a private company is asked to supply the city with water.

They have seen the politicians growing fat on the city treasury, and they are now very much grumbling. But they at least considered that justice would be administered fairly and impartially.

Now comes forward District-Attorney Ridgway, who declares practically that the Grand Jury has no jurisdiction to indict a Mayor, and that a Mayor is not bound to answer to the Grand Jury.

He insists that the law compels him to do so, and that he will not be indicted. He says that he will not be indicted, and that he will not be indicted.

Then he lays down the law that that body must not bring in certain indictments; that the Grand Jury has no jurisdiction to indict a Mayor, and that a Mayor is not bound to answer to the Grand Jury.

The police judges have exclusive jurisdiction over such cases.

It is under the interpretation that thirteen Aldermen, when twenty Grand Jurors, all of them well-known residents of the city, say that they have no right to be indicted, and that they are bound to respect the rights of the city treasury plundered and valuable franchises given away almost for the mere asking when a private company is asked to supply the city with water.

They have seen the politicians growing fat on the city treasury, and they are now very much grumbling. But they at least considered that justice would be administered fairly and impartially.

Now comes forward District-Attorney Ridgway, who declares practically that the Grand Jury has no jurisdiction to indict a Mayor, and that a Mayor is not bound to answer to the Grand Jury.

He insists that the law compels him to do so, and that he will not be indicted. He says that he will not